

Appendix J



**NOTICE OF PREPARATION
OF A
ENVIRONMENTAL IMPACT REPORT
FOR THE PROPOSED
SAN TOMAS BUSINESS PARK
(2600 AND 2800 SAN TOMAS EXPRESSWAY
AND 2400 CONDENSEA STREET)
April 29, 2008**

INTRODUCTION

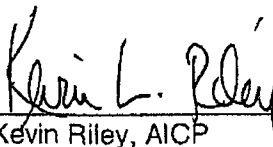
The City of Santa Clara has determined that an Environmental Impact Report (EIR) is required for the proposed San Tomas Business Park located at 2600, and 2800 San Tomas Expressway and 2400 Condensa Street (project). The purpose of an EIR is to inform decision-makers and the general public of the environmental effects of a proposed project that an agency may implement or approve. The EIR will evaluate the project's environmental impacts and develop measures to mitigate potentially significant impacts. The EIR will also include an evaluation of alternatives to the project that could avoid or reduce one or more of the potentially significant effects.

This Notice of Preparation (NOP) is prepared pursuant to Section 15082 of the *California Environmental Quality Act (CEQA) Guidelines*, to announce the initiation of the EIR process and to solicit comments from responsible and interested agencies, utilities, interest groups, neighboring property owners, and members of the public concerning the scope of issues to be addressed in the EIR. Comments on the project's potential environmental impacts, and recommendations for ways of avoiding, reducing, or otherwise mitigating those effects should be focused and submitted to the person and address listed below. If you are a governmental agency with some form of discretionary authority over initial or subsequent aspects of this project, please describe that authority and provide comments regarding potential environmental effects that are germane to your agency's area of responsibility.

As the Lead Agency for preparation of the EIR, the City of Santa Clara requests that you submit written comments within 30 days from the date of this NOP (by May 30, 2008)

Please submit written comments to:

**City of Santa Clara
Yen Chen, Associate Planner
1500 Warburton Avenue
Santa Clara, CA 95050 or
(408) 615-2450 or FAX 408 (247-9857)
ychen@santaclaraca.gov**



Kevin Riley, AICP

Director of Planning and Inspection

Date: April 29, 2008

Introduction

The purpose of an Environmental Impact Report (EIR) is to inform decision-makers and the general public of the environmental effects of a proposed project that an agency may implement or approve. The EIR process is intended to provide information sufficient to evaluate a project and its potential for significant impacts on the environment; to examine methods of reducing adverse impacts; and to consider alternatives to the project.

The EIR for the proposed project will be prepared and processed in accordance with the California Environmental Quality Act (CEQA) of 1970, as amended. The EIR will only address the significant or potentially significant effects of the proposed project. In accordance with the requirements of CEQA, the EIR will include the following:

- A summary of the project;
- A project description;
- A description of the existing environmental setting, environmental impacts, and mitigation measures for the project;
- Alternatives to the project as proposed; and
- Environmental consequences, including (a) any significant environmental effects which cannot be avoided if the project is implemented; (b) any significant irreversible and irretrievable commitments of resources; (c) the growth inducing impacts of the proposed project; and (d) cumulative impacts.

Project Location

The approximately 35.6-acre project site is comprised of three parcels (APNs 216-28-128, 224-11-065, and 224-11-066) located on the south side of Central Expressway, immediately west of San Tomas Expressway in the City of Santa Clara. (see Figures 1 and 2).

Project Description

The project site is comprised of two separate office developments that are separated by San Tomas Aquino Creek. The property on the west side of the channel (2400 Condensa Street) is currently developed with an approximately 215,550 square foot one-story office/industrial building and associated surface parking lots. The property on the east side of the channel (San Tomas Business Park) is currently developed with 10 one-story office/industrial buildings totaling approximately 475,000 square feet and associated surface parking. The project site is currently designated *Light Industrial* under the City of Santa Clara's adopted General Plan and zoned *ML – Light Industrial*.

The *Light Industrial* designation is intended for a campus-like environment of one- to two-story buildings on large lots for electronic, manufacturing, research and development, and administrative facilities. Office use, in support of on-site or nearby manufacturing activities are also permitted where adequate employee parking and recreational space is provided. Parking structures and retail uses are also allowed. The proposed project does not conform to the existing land use designation due to the proposed height of the office buildings. Therefore, the project proposes a General Plan Amendment to *Office/Research and Development* and rezoning to *PD – Planned Development* to allow for the demolition of the existing structures on the site and the construction of up to 1,950,000 square feet of office/industrial development.

The project would demolish the existing structures on-site and construct four 325,000 square foot office towers. The towers would each be eight stories in height with a maximum height of 99 feet (not including on-roof mechanical equipment). Parking would be provided on surface lots and within two parking structures. The parking structures would range from five levels above grade to seven levels above grade. Two of the office towers and the smaller of the two parking structures would be located on the west side of the creek. The remaining two structures would be located on the east side of the creek with the seven story parking structure and surface lots. A new pedestrian bridge over the San Tomas Aquino Creek channel is also proposed to provide a pedestrian link for the campus.

Potential Environmental Impacts of the Project

The EIR will identify the significant environmental effects anticipated to result from development of the project as proposed. The EIR will include the following specific environmental categories as related to the proposed project:

1. Land Use

The project site is located in a developed urbanized area surrounded by commercial and industrial land uses. The EIR will describe the existing land uses adjacent to and within the project area. Land use impacts which would occur as a result of the proposed project will be analyzed, including the compatibility of the proposed and existing land uses in the project area. Mitigation measures will be identified for significant impacts, as warranted.

2. Visual Resources

The project site is surrounded mostly by one- and two-story commercial and industrial buildings, Central Expressway, and San Tomas Expressway. The EIR will describe the existing visual setting of the project area and the visual changes that are anticipated to occur as a result of the proposed project. The EIR will also discuss possible light and glare issues from the development of new industrial towers. Mitigation measures will be identified for significant impacts, as warranted.

3. Geology

The project site is located in Seismic Zone 4, which is the most seismically active region in the United States. The EIR will discuss the possible geological impacts associated with seismic activity and the existing soil conditions on the project site. Mitigation measures will be identified for significant impacts, as warranted.

4. Hydrology

While the project site is transected by San Tomas Aquino Creek which is designated as a 100-year flood zone, the project site is located in Flood Zone B. Flood Zone B is an area subject to 100-year floods with depths of less than one foot. The EIR will address the possible flooding issues of the site as well as the effectiveness of the storm drainage system and the projects effect on storm water quality. Mitigation measures will be identified for significant impacts, as warranted.

5. Biological Resources

The project site is currently developed with no vegetation other than landscape trees and shrubs. The EIR will provide a discussion of the loss of trees on-site. The EIR will also address the potential of

the proposed pedestrian bridge over San Tomas Aquino Creek to impact habitat and special status species within the creek channel. Mitigation measures will be identified for significant impacts, as warranted.

6. *Hazards and Hazardous Materials*

The project site is surrounded by industrial and commercial businesses. The EIR will summarize known hazardous materials conditions on and adjacent to the project site, and will address the potential for the proposed development to be significantly impacted by hazardous materials. Mitigation measures will be identified for significant impacts, as warranted.

7. *Cultural Resources*

The majority of Santa Clara is considered a sensitive area for prehistoric and historic resources because of the nearby local waterways, the known occupation of the area by the Costanoan (Ohlone) tribe, and the presence of the Santa Clara mission. The EIR will address the known presence of historic and archaeological sites in the project area and the likelihood for unknown resources to be found during construction. Mitigation measures will be identified for significant impacts, as warranted.

8. *Transportation and Circulation*

The EIR will examine the existing traffic conditions in the immediate vicinity of the project site. A transportation impact analysis will be prepared for the proposed project in order to identify the transportation impacts of the proposed project on the existing local and regional transportation system and the planned long-range transportation network. Mitigation measures will be identified for significant impacts, as warranted.

9. *Air Quality*

The EIR will address the regional air quality conditions in the Bay Area and discuss the proposed project's impacts to local and regional air quality. Temporary construction related impacts such as construction vehicle exhaust and air-borne particulates (i.e., dust) will also be discussed. Mitigation measures will be identified for significant impacts, as warranted.

10. *Noise*

The existing noise environment on-site is created primarily by local traffic on Central Expressway and San Tomas Expressway. The EIR will discuss impacts to the proposed project from existing noise levels on the project site. The EIR will also discuss the increase in traffic noise that would result from implementation of the proposed project, and temporary construction noise. Noise levels will be evaluated for consistency with applicable standards and guidelines in the City of Santa Clara. Mitigation measures will be identified for significant impacts, as warranted.

11. *Utilities*

Implementation of the proposed project will result in an increased demand on utilities and public facilities compared to existing conditions. The EIR will examine the impacts of the project on public services, including utilities such as sanitary and storm drains, water supply, and solid waste management. Mitigation measures will be identified for significant impacts, as warranted.

12. *Public Services*

Implementation of the proposed project will result in an increased demand on some public services, such as police and fire protection. The EIR will address the availability of public facilities and service systems and the potential for the project to require the construction of new facilities. Mitigation measures will be identified for significant impacts, as warranted.

13. *Alternatives*

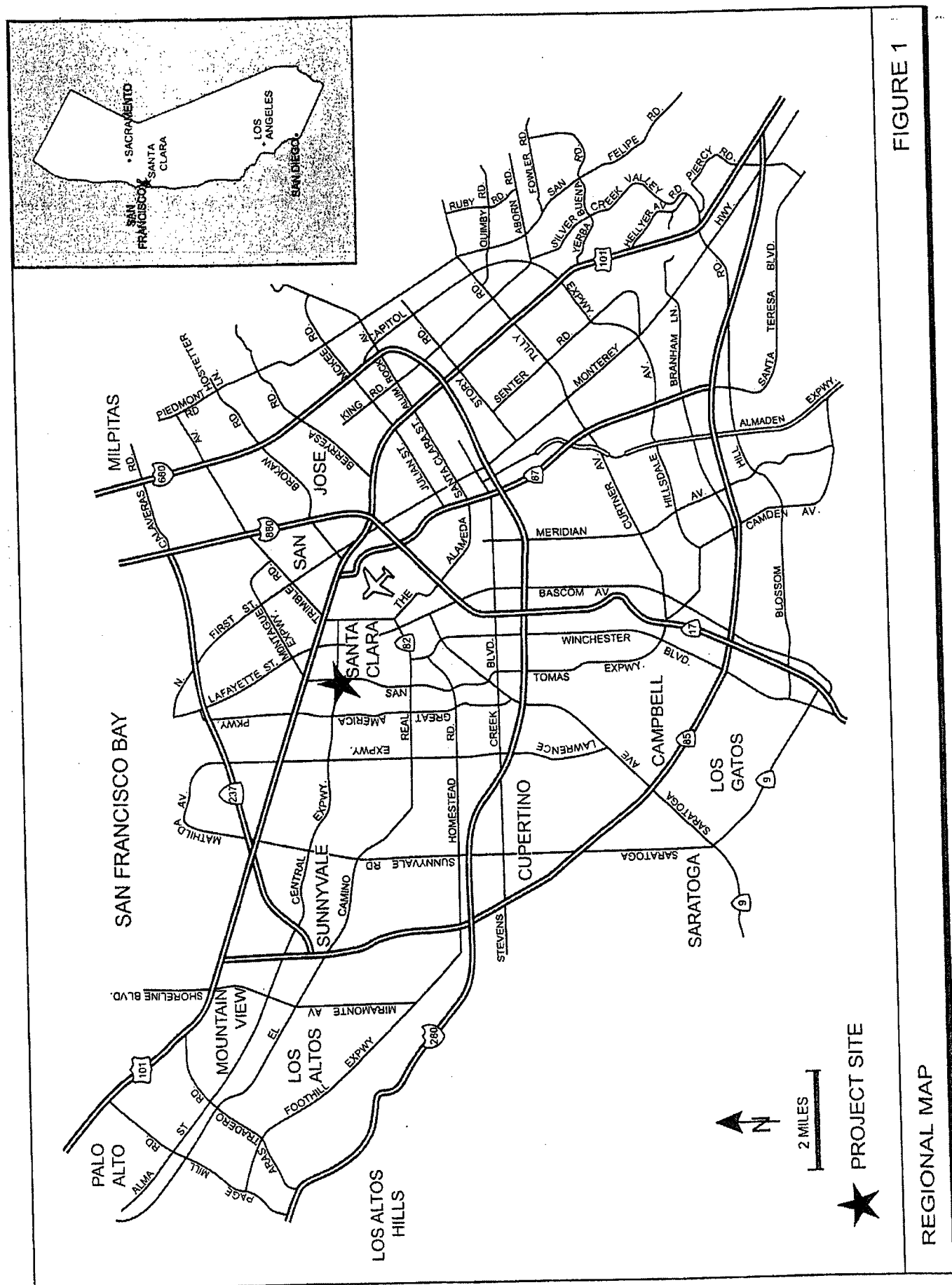
The EIR will examine alternatives to the proposed project including a "No Project" alternative and one or more alternative development scenarios depending on the impacts identified. Alternatives discussed will be chosen based on their ability to reduce or avoid identified significant impacts of the proposed project while achieving most of the identified objectives of the project.

14. *Significant Unavoidable Impacts*

The EIR will identify those significant impacts that cannot be avoided, if the project is implemented as proposed.

15. *Cumulative Impacts*

The EIR will include a Cumulative Impacts section which will address the potentially significant cumulative impacts of the project when considered with other past, present, and reasonably foreseeable future projects in the area.



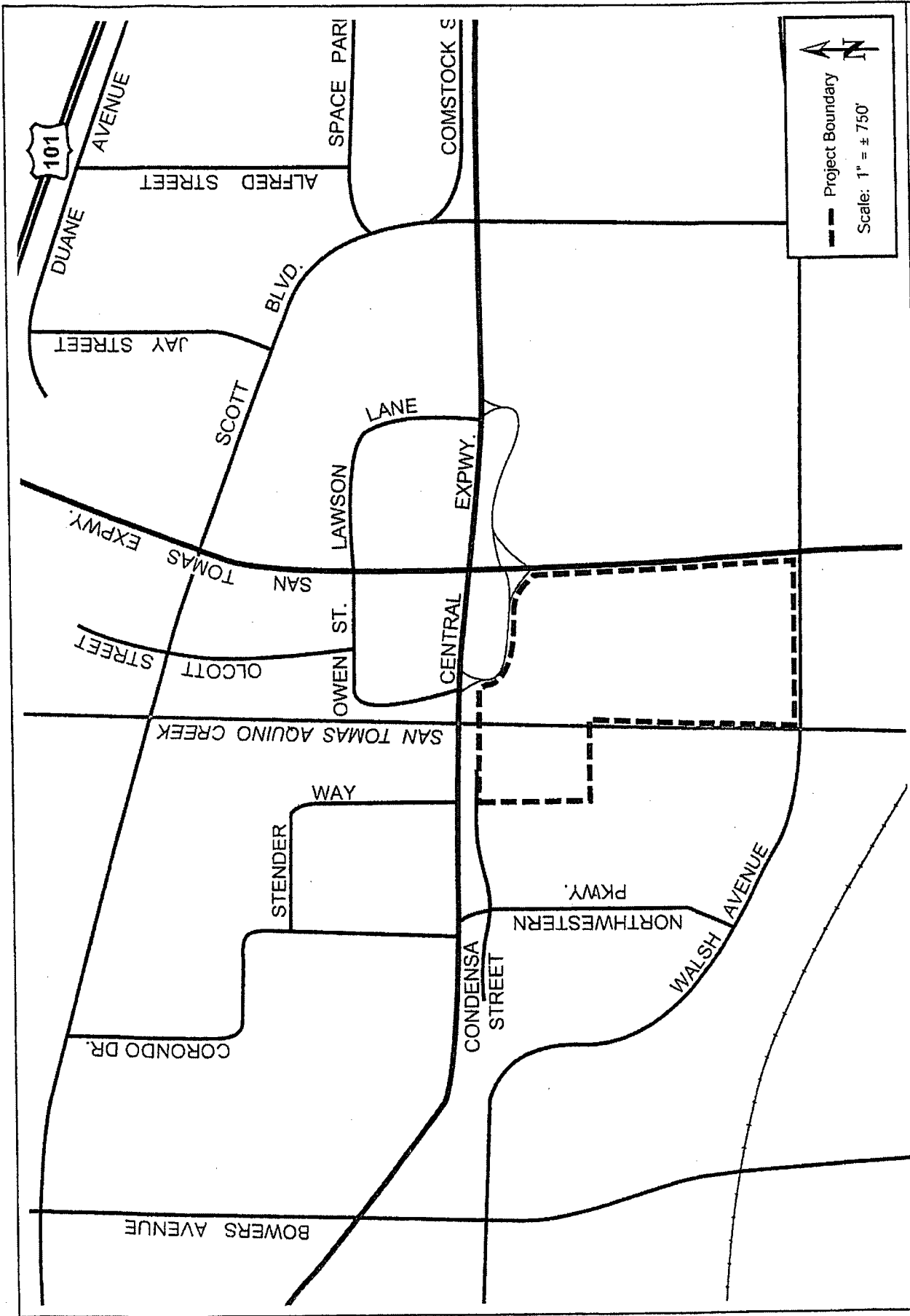


FIGURE 2

VICINITY MAP



ARNOLD SCHWARZENEGGER
GOVERNOR

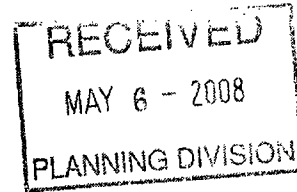
STATE OF CALIFORNIA
GOVERNOR'S OFFICE of PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



CYNTHIA BRYANT
DIRECTOR

Notice of Preparation

May 2, 2008



To: Reviewing Agencies

Re: San Tomas Business Park
SCH# 2008052011

Attached for your review and comment is the Notice of Preparation (NOP) for the San Tomas Business Park draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Yen Chen
City of Santa Clara
1500 Warburton Avenue
Santa Clara, CA 95050

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

for: Scott Morgan
Project Analyst, State Clearinghouse

Attachments
cc: Lead Agency

**Document Details Report
State Clearinghouse Data Base**

SCH# 2008052011
Project Title San Tomas Business Park
Lead Agency Santa Clara, City of

Type NOP Notice of Preparation
Description The project site is comprised of two separate office developments that are separated by San Tomas Aquino Creek. The proposed project does not conform to the existing land use designation due to the proposed height of the office buildings. Therefore, the project proposes a General Plan Amendment to Office/Research and Development and rezoning to PD - Planned Development to allow for the demolition of the existing structures on the site and the construction of up to 1,950,000 square feet of office/industrial development.

Lead Agency Contact

Name Yen Chen
Agency City of Santa Clara
Phone (408) 615-2450 **Fax** 408-247-9857
email ychen@santaclaraca.gov
Address 1500 Warburton Avenue
City Santa Clara **State** CA **Zip** 95050

Project Location

County Santa Clara
City Santa Clara
Region
Cross Streets 2600 and 2800 San Tomas Expressway and 2400 Condessa Street
Parcel No. 216-28-128, 224-11-065 and 224-11-066

Township	Range	Section	Base
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Proximity to:

Highways Hwy 101, SR 82
Airports
Railways Yes
Waterways San Tomas Aquino Creek
Schools
Land Use

Project Issues Landuse; Aesthetic/Visual; Geologic/Seismic; Water Quality; Biological Resources; Toxic/Hazardous; Archaeologic-Historic; Traffic/Circulation; Air Quality; Noise; Public Services; Cumulative Effects; Other Issues

Reviewing Agencies Resources Agency; Department of Conservation; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Game, Region 3; Native American Heritage Commission; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 4; Integrated Waste Management Board; Regional Water Quality Control Board, Region 2

Date Received 05/02/2008 **Start of Review** 05/02/2008 **End of Review** 06/02/2008

Note: Blanks in data fields result from insufficient information provided by lead agency.

SCH#

County. WILLYA

2008052011

Resources Agency☒ Resources Agency
Nadell Gayou☐ Dept. of Boating & Waterways
David Johnson☐ California Coastal
Commission
Elizabeth A. Fuchs☐ Colorado River Board
Gerald R. Zimmerman☒ Dept. of Conservation
Sharon Howell☐ California Energy
Commission
Dale Edwards☐ Cal Fire
Allen Robertson☒ Office of Historic
Preservation
Wayne Donaldson☒ Dept. of Parks & Recreation
Environmental Stewardship
Section☐ Central Valley Flood
Protection Board
Mark Herald☐ S.F. Bay Conservation &
Dev't. Comm.
Steve McAdam☒ Dept. of Water Resources
Resources Agency
Nadell Gayou☐ ConservancyFish and Game☐ Dept. of Fish & Game
Scott Flint
Environmental Services Division☐ Fish & Game Region 1
Donald Koch☐ Fish & Game Region 1E
Laurie Hamsberger☐ Fish & Game Region 2
Jeff Drongesen☒ Fish & Game Region 3
Robert Fierke☐ Fish & Game Region 4
Julie Vance☐ Fish & Game Region 5
Don Chatwick
Habitat Conservation Program☐ Fish & Game Region 6
Gabriela Gatchel
Habitat Conservation Program☐ Fish & Game Region 6 I/M
Gabriela Gatchel
Inyo/Mono, Habitat Conservation
Program☐ Dept. of Fish & Game M
George Isaac
Marine RegionOther Departments☐ Food & Agriculture
Steve Shaffer
Dept. of Food and Agriculture☐ Dept. of General Services
Public School Construction☐ Dept. of General Services
Robert Sleppy
Environmental Services Section☐ Dept. of Health Services
Veronica Malloy
Dept. of Health/Drinking Water☐ Dept. of Health/Drinking WaterIndependentCommissions, Boards☐ Delta Protection Commission
Debby Eddy☐ Office of Emergency Services
Dennis Castillo☐ Governor's Office of Planning
& Research
State Cleaninghouse☒ Native American Heritage
Comm.
Debbie Treadway☐ Public Utilities Commission
Ken Lewis☐ Santa Monica Bay Restoration
Guangyu Wang☐ State Lands Commission
Marina Brand☐ Tahoe Regional Planning
Agency (TRPA)
Cherry JacquesBusiness, Trans. & Housing☒ Caltrans - Division of
Aeronautics
Sandy Hesnard☐ Caltrans - Planning
Terri Pencovic☒ California Highway Patrol
Shirley Kelly
Office of Special Projects☐ Housing & Community
Development
Lisa Nichols
Housing Policy DivisionDept. of Transportation☐ Caltrans, District 1
Rex Jackman☐ Caltrans, District 2
Marcelino Gonzalez☐ Caltrans, District 3
Jeff Pulverman☒ Caltrans, District 4
Tim Soble☐ Caltrans, District 5
David Murray☐ Caltrans, District 6
Moses Siltas☐ Caltrans, District 7
Vin Kumar☐ Caltrans, District 8
Dan Kopulsky☐ Caltrans, District 9
Gayle Rosander☐ Caltrans, District 10
Tom Dumas☐ Caltrans, District 11
Jacob Armstrong☐ Caltrans, District 12
Ryan P. ChamberlainCal EPA☐ Air Resources Board☐ Airport Projects
Jim Lemier☐ Transportation Projects
Ravi Ramalingam☐ Industrial Projects
Mike Tolstrup☒ California Integrated Waste
Management Board
Sue O'Leary☐ State Water Resources Control
Board
Regional Programs Unit
Division of Financial Assistance☐ State Water Resources Control
Board
Student Intern, 401 Water Quality
Certification Unit
Division of Water Quality☐ State Water Resources Control Board
Steven Herrera
Division of Water Rights☐ Dept. of Toxic Substances Control
CEQA Tracking Center☐ Department of Pesticide RegulationRegional Water Quality Control
Board (RWQCB)☐ RWQCB 1
Cathleen Hudson
North Coast Region (1)☒ RWQCB 2
Environmental Document
Coordinator
San Francisco Bay Region (2)☐ RWQCB 3
Central Coast Region (3)☐ RWQCB 4
Teresa Rodgers
Los Angeles Region (4)☐ RWQCB 5S
Central Valley Region (5)☐ RWQCB 5F
Central Valley Region (5)
Fresno Branch Office☐ RWQCB 5R
Central Valley Region (5)
Redding Branch Office☐ RWQCB 6
Lahontan Region (6)☐ RWQCB 6V
Lahontan Region (6)
Victorville Branch Office☐ RWQCB 7
Colorado River Basin Region (7)☐ RWQCB 8
Santa Ana Region (8)☐ RWQCB 9
San Diego Region (9)☐ Other

Last Updated on 03/03/2008

Yen Chen - NOP for San Tomas Business Park

From: Roy Molseed
To: Yen Chen
Date: 8/11/2008 11:11 AM
Subject: NOP for San Tomas Business Park

Hi Yen,

VTA sent you comments on May 19, 2008 regarding the NOP for this project. In our comments we requested a passenger waiting pad for a bus stop on Walsh Avenue. However, as a result of service changes that were implemented in January 2008, VTA no longer operates service on Walsh Avenue. Lines 304 and 305 were consolidated into Line 304 which operates on Scott Boulevard. Therefore, the passenger waiting pad is not needed for Walsh Avenue.

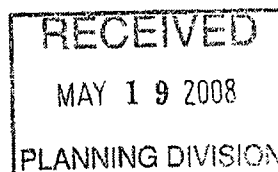
The remainder of our comments, including the bus stop passenger waiting pad for San Tomas Expressway, still stand.

Thanks.

Roy Molseed

May 14, 2008

Yen Chen, Associate Planner
City of Santa Clara, Planning and Inspection Dept.
1500 Warburton Avenue
Santa Clara, CA 95050



**SUBJECT: NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT
REPORT FOR SAN TOMAS BUSINESS PARK PROJECT
(OA08-013)**

Dear Mr. Chen:

The City of San Jose received a Notice of Preparation (NOP) of an Environmental Impact Report (EIR) from the City of Santa Clara for the proposed San Tomas Business Park project located on the south side of Central Expressway, immediately west of San Tomas Expressway in the City of Santa Clara. The project proposes a General Plan Amendment from Light Industrial to Office/R&D and a rezoning from ML – Light Industrial to PD Planned Development for the development of 1,950,000 S.F. of office/industrial development, up to a maximum height of 99 feet.

The City of San Jose appreciates the opportunity to review and provide comments on the NOP and offers the following comments:

Traffic. The City of San Jose is concerned that the proposed project may result in traffic impacts on San Jose's transportation system. The City requests that the EIR fully analyze project traffic for this project and identify and mitigate any projected traffic impacts. The EIR should address direct project and cumulative traffic impacts, specify any proposed road and intersection improvements, and analyze consistency with the City of San Jose's Transportation Level of Service Policy as well as consistency with the Santa Clara County VTA guidelines. The traffic consultant should contact Ebrahim Sohrabi or Karen Mack of the City of San Jose's Public Works Department prior to the preparation of the traffic impact analysis for this proposal.

Thank you for the opportunity to comment on the NOP for this project. We look forward to reviewing the Draft EIR when it becomes available for review. Please provide me with a hard copy and a CD version of the complete Final EIR, including all technical reports/volumes of the

Yen Chen

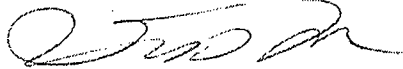
RE: NOP San Tomas Business Park project (OA08-013)

May 14, 2008

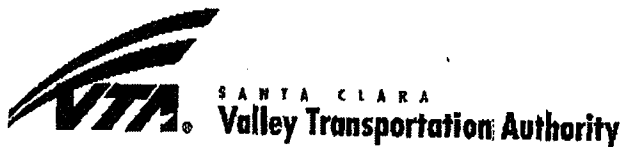
Page 2

document. You may send the document directly to my attention, since I will be coordinating with other City departments in the review of the Draft EIR. If you need to discuss these comments, you may contact the phone numbers listed above or you may contact me directly at (408) 535-7815 or by email at Janis.moore@sanjoseca.gov.

Sincerely,

A handwritten signature in black ink, appearing to read 'Janis Moore', is positioned above the printed name.

Janis Moore
Planner II



May 19, 2008

City of Santa Clara
Department of Engineering
1500 Warburton Avenue
Santa Clara, CA 95050

Attention: Yen Chen

Subject: City File No.: PLN2007-06752 / San Tomas Business Park

Dear Ms. Chen:

Santa Clara Valley Transportation Authority (VTA) staff have reviewed the planning application and NOP for 1.9 million square feet of office development at the southwest corner of San Tomas and Central Expressways. We have the following comments.

Bus Service

VTA provides bus service along the project site on San Tomas Expressway and Walsh Avenue. VTA maintains bus stops on both San Tomas Expressway and Walsh Avenue. In order to provide convenient access to transit service, VTA recommends that the developer be conditioned to retain the existing bus stops and to provide the following improvements:

Southbound San Tomas, north of Walsh

- Provide a 10' X 55' PCC bus stop pavement pad (per VTA standards).

Westbound Walsh, west of San Tomas

- Provide a 8' X 40' passenger waiting pad adjacent to bus stop

The project should also provide convenient pedestrian access between the bus stops and the buildings.

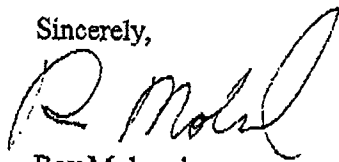
Transportation Impact Analysis Report

VTA's Congestion Management Program (CMP) requires a Transportation Impact Analysis for any project that is expected to generate 100 or more new peak-hour trips. Based on the information provided on the size of the project, a TIA may be required. VTA's *Transportation Analysis Guidelines* should be used when preparing the TIA. These guidelines include the analysis of bicycle facilities, parking, site circulation and pedestrian access, as well as roadways.

City of Santa Clara
May 19, 2008
Page 2

Thank you for the opportunity to review this project. If you have any questions, please call me at (408) 321-5784.

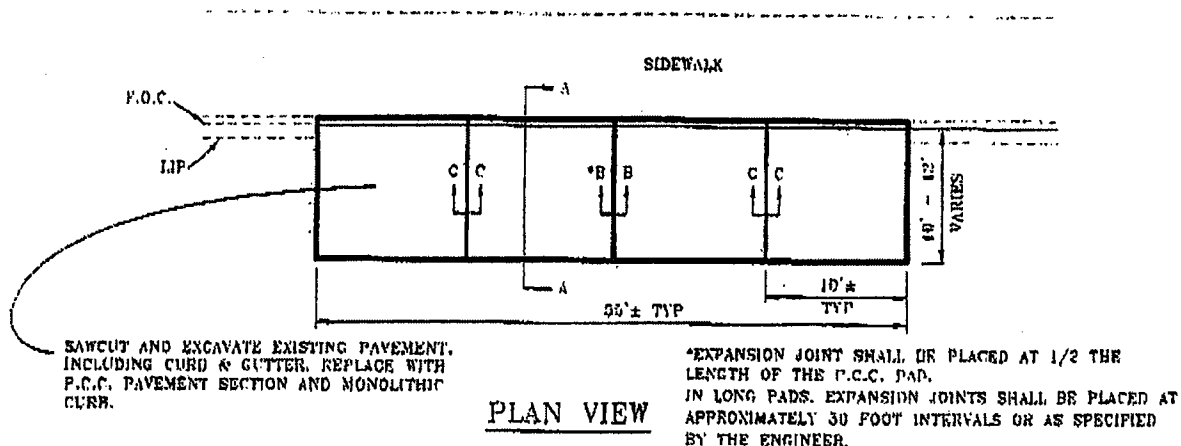
Sincerely,

A handwritten signature in black ink, appearing to read "R Molseed". The signature is fluid and cursive, with the first letter "R" being large and prominent.

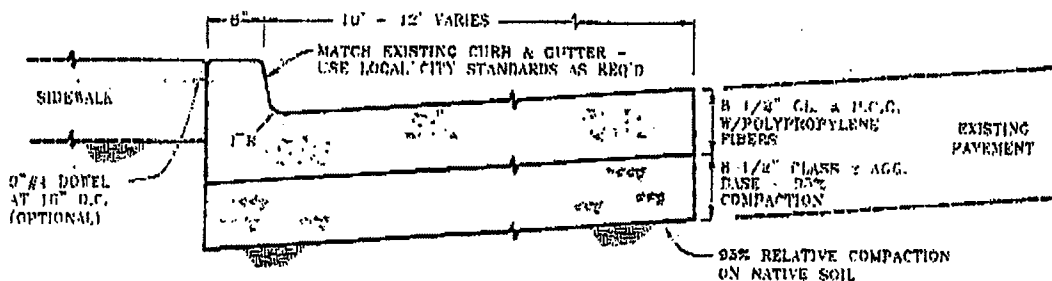
Roy Molseed
Senior Environmental Planner

RM:kh

cc: Samantha Swan, VTA
SC0705

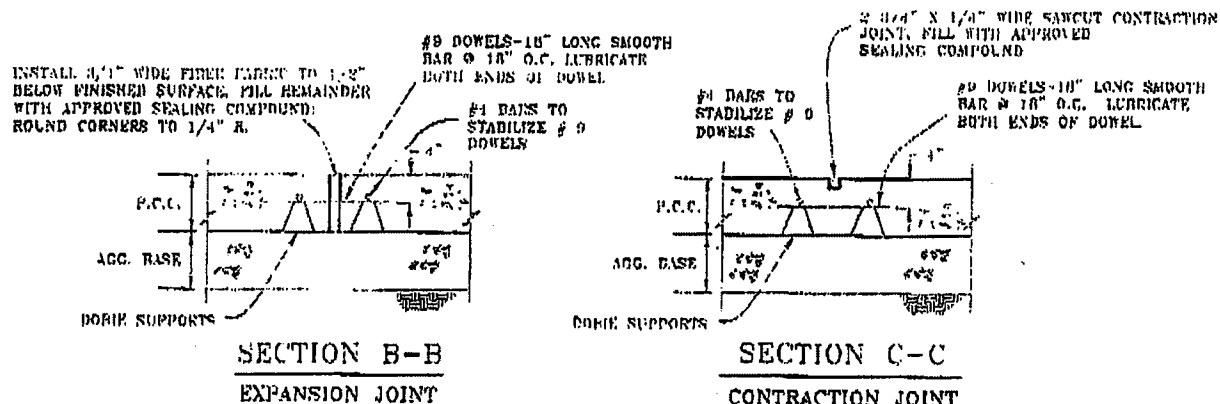


PLAN VIEW



SECTION A-A

PCC PAVEMENT WITH MONOLITHIC CURB



NOTE: FOR TECHNICAL SPECIFICATIONS REFER TO ATTACHMENT 1.



SANTA CLARA VALLEY TRANSPORTATION AUTHORITY

BUS STOP PAVEMENT DETAILS

FIGURE 26

TECHNICAL SPECIFICATIONS

1. P.C.C. pavement with monolithic curb and gutter shall conform to the provisions in Section 40, "PORTLAND CEMENT CONCRETE PAVEMENT," and Section 90, "PORTLAND CEMENT CONCRETE" of the State Standard Specifications and these special provisions.
2. P.C.C. pavement shall be class A with a flexural strength of 650 psi at the age of 28 days to be determined by Test Method ASTM C78. Polypropylene fibers (Fibermesh or approved equal), length 1/2", shall be added to the concrete at a rate of 1 1/2 lbs/cy.
3. After spreading and compacting, P.C.C. concrete shall be given a preliminary finish, which shall be smooth and true to grade. In advance of curing operations, the pavement shall be given a final rough broom finish with grooves having a depth of 1/8" perpendicular to the curb and gutter.
4. All newly - placed concrete shall be cured in accordance with the provisions in Section 90-7, "Curing Concrete," of the State Standard Specifications. Curing compound to be used shall be applied to the P.C.C. following the surface finishing operations immediately before the moisture sheen disappears from the surface and before any drying, shrinkage or craze cracks begin to appear. Curing compound shall be applied at a nominal rate of one gallon per 150 square feet. At any point, the application rate shall be within +/- 50 square feet per gallon of the nominal rate specified.
5. Sawcutting of the contraction joints must be performed within 24 hours after concrete has received final surface finish.
6. Contractor shall protect P.C.C. Pad as specified in Section 90-8.03, "Protecting Concrete Pavement." Where public traffic will be required to cross over new pavement, and if directed by the Engineer, Type III Portland Cement shall be used in concrete. When Type III Portland Cement is used in concrete, and if permitted in writing by the Engineer, the pavement may be opened to traffic as soon as the concrete has developed a modulus of rupture of 550 pounds per square inch. The modulus of rupture will be determined by Test Method ASTM C78.

No traffic or Contractor's equipment, except as hereinafter provided, will be permitted on the pavement before a period of ten (10) calendar days has elapsed after the concrete has been placed, nor before the concrete has developed a modulus of rupture of at least 550 pounds per square inch. Concrete that fails to attain a modulus of rupture of 550 pounds per square inch within 10 days shall not be opened to traffic until directed by the Engineer.

Equipment for sawing contraction joints (weakened plane joints) will be permitted on the pavement as specified in Section 40-1.08B, "Weakened Plane Joints," of the State Standard Specifications.
7. Contraction joints, expansion joints and gaps between the P.C.C. pad and the existing pavement section shall be cleaned and sealed prior to permitting traffic on the pad. Joint sealing compound shall be type "A" joint seal and shall conform to the provisions of Section 51-1.12F of the State Standard Specifications. The 2 component polyurethane sealant shall be State Specification 8030 - 61J - 01 or approved equal.

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY

BUS STOP PAVEMENT DETAILS

ATTACHMENT 1 FOR FIGURE 26

County of Santa Clara

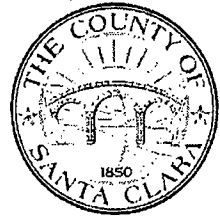
Roads and Airports Department

101 Skyport Drive
San Jose, California 95110-1302
(408) 573-2400

RECEIVED

MAY 23 2008

City of Santa Clara
Planning Division



May 20, 2008

Mr. Yen Han Chen
Project Planner
City of Santa Clara
Planning Division
1500 Warburton Avenue
Santa Clara, CA 95050

Subject: San Tomas Business Park Campus Development Application for Phase One: Bldg A – 650,000 SF w/ Parking Structure; Phase Two: Bldg B – 650,000 SF w/ Parking Structure; Phase Three: Bldg C – 650,000 SF w/ Parking Structure; and including a Pedestrian Bridge over the San Tomas Aquino Creek
File No: PLN2007-06752/CEQ2008-01062 APN: 224-11-065, 224-11-066, 216-28-128

Dear Mr. Chen:

We have received and reviewed your application, and the following are our comments:

Submit mitigation improvements plans for the 4th lane on San Tomas at Benton, Pruneridge, Saratoga, and Stevens Creek for our review and comment. The developer should pay fees for other locations. There should be a funding method established to collect the improvement impact fees.

Thank you for the opportunity to review and comment on this project. If you have questions, please call me at (408) 573-2462.

Sincerely,


Felix Lopez
Project Engineer

cc: Gloria Sciara, City of Santa Clara
DEC, MA, WRL, RN, DRLB, file

DEPARTMENT OF TRANSPORTATION

111 GRAND AVENUE
P. O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-5505
FAX (510) 286-5559
TTY (800) 735-2929

RECEIVED

MAY 23 2008

City of Santa Clara
Planning Division*Flex your power!
Be energy efficient!*

May 21, 2008

SCL-101-41.98
SCL101856
SCH2008052011

Mr. Yen Chen
City of Santa Clara
1500 Warburton Avenue
Santa Clara, CA 95050

Dear Mr. Chen:

San Tomas Business Park – Notice of Preparation (NOP)

Thank you for including the California Department of Transportation (Department) in the early stages of the environmental review process for the proposed project. The following comments are based on our review of the proposed project NOP. As lead agency, the City of Santa Clara is responsible for all project mitigation, including any needed improvements to state highways. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures. The project's traffic mitigation fees should be specifically identified in the Draft Environmental Impact Report (DEIR). Any required roadway improvements should be completed prior to issuance of project occupancy permits. While an encroachment permit is only required when the project involves work in the State Right of Way (ROW), the Department will not issue an encroachment permit until our concerns are adequately addressed. Therefore we strongly recommend that the lead agency ensure resolution of the Department's California Environmental Quality Act (CEQA) concerns prior to submittal of the encroachment permit application. Further comments will be provided during the encroachment permit process if required; see the end of this letter for more information regarding the encroachment permit process.

While the City of Santa Clara conducts its traffic studies in accordance with guidelines, which conform to the local Congestion Management Program managed by the Santa Clara County Valley Transportation Authority, the Department's thresholds are primarily concerned with potential impacts to the State Highway System. We encourage the City of Santa Clara to coordinate preparation of the study with our office to help sharpen the focus of your scope of work and answer any questions you may have. Please see the

Department's "*Guide for the Preparation of Traffic Impact Studies*" at the following website for more information:

<http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf>

Specifically, a detailed Traffic Impact Analysis (TIA) should identify impacts to US 101 and State Route (SR) 82 and any other potentially impacted State Highways, with and without the proposed project. The TIA should include, but not be limited to the following:

1. Information on the project's traffic impacts in terms of trip generation, distribution, and assignment. The assumptions and methodologies used in compiling this information should be addressed.
2. Average Daily Traffic (ADT) and AM and PM peak hour volumes on all significantly affected streets and highways, including crossroads and controlling intersections.
3. Schematic illustration of the traffic conditions for: 1) existing, 2) existing plus project, and 3) cumulative for the intersections in the project area.
4. Calculation of cumulative traffic volumes should consider all traffic-generating developments, both existing and future, that would affect the State Highway facilities being evaluated.
5. Mitigation measures should consider highway and non-highway improvements and services. Special attention should be given to the development of alternate solutions to circulation problems that do not rely on increased highway construction.
6. All mitigation measures proposed should be fully discussed, including financing, scheduling, implementation responsibilities, and lead agency monitoring.

We look forward to reviewing the TIA, including Technical Appendices and the Draft Environmental Impact Report (DEIR) for this project. Please send two copies to:

José L. Olveda
Office of Transit and Community Planning
Department of Transportation, District 4
P.O. Box 23660
Oakland, CA 94623-0660

Encroachment Permit

Work that encroaches onto the State ROW requires an encroachment permit that is issued by the Department. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating State ROW must be submitted

Mr. Yen Chen
May 21, 2008
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to the address below. Traffic-related mitigation measures should be incorporated into the construction plans during the encroachment permit process.

See the website link below for more information.

<http://www.dot.ca.gov/hq/traffops/developserv/permits/>

Office of Permits
California DOT, District 4
P.O. Box 23660
Oakland, CA 94623-0660

Should you have any questions regarding this letter, please call José L. Olveda of my staff at (510) 286-5535.

Sincerely,



LISA CARBONI
District Branch Chief
Local Development – Intergovernmental Review

c: Scott Morgan (State Clearinghouse)

STATE OF CALIFORNIA

Gray Davis, Governor

NATIVE AMERICAN HERITAGE COMMISSION

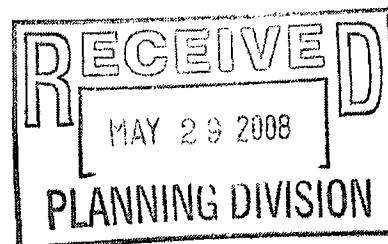
915 CAPITOL MALL, ROOM 384
SACRAMENTO, CA 95814
(916) 653-4082
(916) 657-5390 - Fax



May 28, 2008

Yen Chen
City of Santa Clara
1500 Warburton Avenue
Santa Clara, CA 95050

Sent Via Fax: 408-247-9857
of Pages: 1



RE: SCH # 2008052011, San Tomas Business Park, Santa Clara County

Dear Mr. Chen:

The Native American Heritage Commission has reviewed the above mentioned NOP. To adequately assess the project-related impact on archaeological resources, the Commission recommends the following action be required:

1. Contact the appropriate Information Center for a records search. The record search will determine:
 - Whether a part or all of the project area has been previously surveyed for cultural resources.
 - Whether any known cultural resources have already been recorded on or adjacent to the project area.
 - Whether the probability is low, moderate, or high that cultural resources are located within the project area.
 - Whether a survey is required to determine whether previously unrecorded cultural resources are present.
2. The final stage of the archaeological inventory survey is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - Required the report containing site significance and mitigation be submitted immediately to the planning department.
 - Required site forms and final written report be submitted within 3 months after work has been completed to the Information Center.
3. Contact the Native American Heritage Commission for:
 - A Sacred Lands File Check.
 - A list of appropriate Native American Contacts for consultation concerning the project site and assist in the mitigation measures.

Lack of surface evidence of archeological resources does not preclude the existence of archeological resources. Lead agencies should include provisions for accidentally discovered archeological resources during construction per California Environmental Quality Act (CEQA) §15064.5 (f). Health and Safety Code §7050.5 and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery and should be included in all environmental documents. If you have any questions, please contact me at (916) 653-4038.

Sincerely,


Debbie Pilas-Treadway
Associate Governmental Program Analyst

CC: State Clearinghouse

File: 24271
San Tomas Aquino Creek

December 31, 2007

Ms. Yen Han Chen
City of Santa Clara
Planning Division
1500 Warburton Avenue
Santa Clara, CA 95050

Subject: Preliminary Survey for a Multi-phased Master Planned Office Campus Located at
2800 and 2600 San Tomas Expressway and 2400 Condensa Street in the City of
Santa Clara – City File No. PLN2007-06752

Dear Ms. Chen:

Santa Clara Valley Water District (District) staff has reviewed the subject project preliminary survey received on November 19, 2007.

The site is located within the San Tomas Aquino Creek watershed. According to the Federal Emergency Management Agency Flood Insurance Rate Map (FIRM), the entire site is located within Zone B, an area between the limits of 100-year and 500-year flood; or certain areas subject to 100-year flooding with average depths of one (1) foot.

The proposed project consists of redevelopment of the subject properties that will include six new buildings (three office buildings and three parking structures) adjacent to District property and a proposed pedestrian bridge crossing San Tomas Aquino Creek on District property. Per District Ordinance 06-01, a District permit is required prior to the start of construction.

The conceptual site plan shows a pedestrian bridge crossing San Tomas Aquino Creek to connect to the two properties. At this location, San Tomas Aquino Creek is a partially rock lined channel with a natural bottom as depicted by the as-built plans, enclosed for the applicant's use. As you can see, the District has a lower maintenance road that runs the entire length of the channel between Central Expressway and Walsh Road. This maintenance road is integral to the District's operations and cannot be impacted by the development of the site. The District does not encourage bridge crossing for this reason; however, when bridge crossing are absolutely necessary they must be designed to meet a 15-foot clearance from the top of the maintenance road. Also bridges must be designed and constructed in such a way as to not disturb the channel bank and must allow for future improvement which may include construction of a levee section or floodwall. The District suggests that the applicant modify or make use of the existing bridge crossing just north of the conceptual pedestrian bridge, to meet their needs.

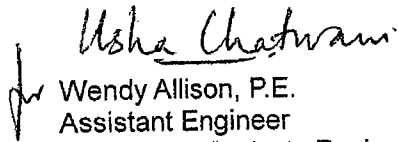
In accordance with District Ordinance 90-1, the owner should show any existing well(s) on the plans. The well(s) should be properly registered with the District and either maintained or

Ms. Yen Han Chen
Page 2
December 31, 2007

abandoned in agreement with District standards. Property owners or their representatives should call the Wells and Water Production Unit at (408) 265-2607, extension 2660, for more information regarding well permits and the registration or abandonment of any wells.

When prepared please submit project plans and CEQA documentation. If you have any questions or comments, please call me at (408) 265-2607, extension 3135. Please reference District File No. 24271 on future correspondence regarding this project.

Sincerely,

 Wendy Allison, P.E.
Assistant Engineer

Community Projects Review Unit

Enclosures: As-builts of San Tomas Aquino Creek

cc: B. Goldie, S. Tippetts, File (2)

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